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Vol. XVI.
Whole No. 208.

November 1, 1900

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AND WHAT IS GOING ON IN IT



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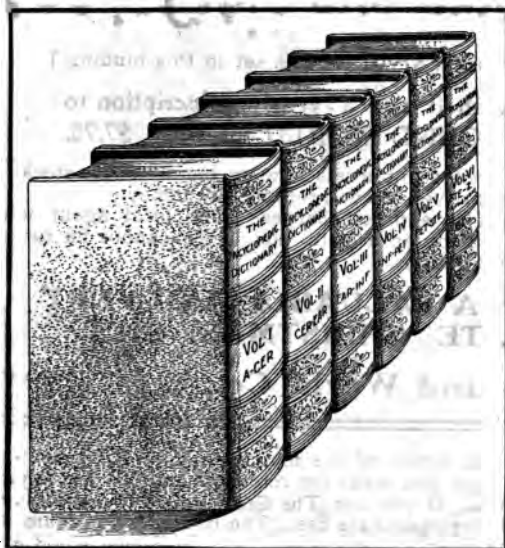
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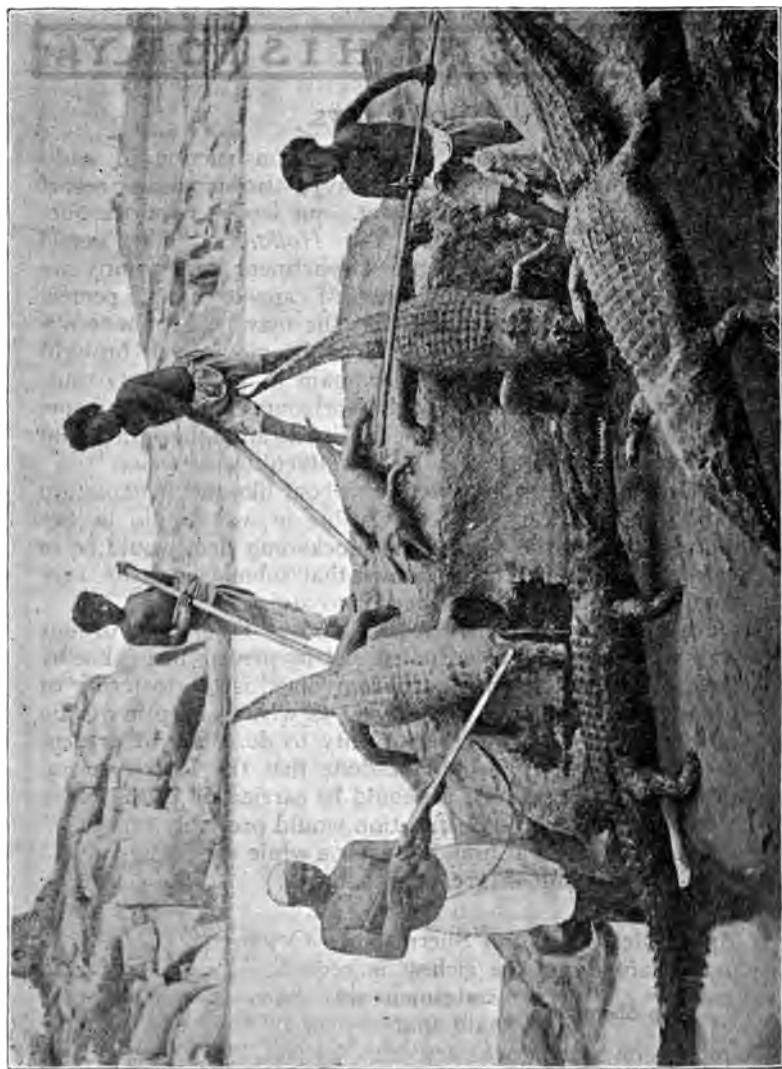
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NATIVES AND CROCODILES ON THE NILE.

CURRENT HISTORY

HOME NEWS.

Rear-Admiral Hichborn favors the construction of additional submarine boats for our Navy. In his annual report

**Submarine Boats for
Our Navy.**

he dwells at some length upon the success of the *Holland*. "The vessel which the Department has recently acquired," he says, "has shown herself capable of such perfect control in the vertical plane that she may be kept within a few inches of any desired depth while moving, or brought to the surface and taken under again in a very short time. Her direction and control in the horizontal plane on the surface is effected with the same facility as any other craft, and submerged, is limited only by the difficulties of vision."

While the offensive powers of a boat like the *Holland* are very great, perhaps her chief value in war would be her moral effect on the enemy. A blockading fleet would be in constant terror, if it were known that submarine boats were continually putting out of harbor to attack.

Rear-Admiral Hichborn also advises that some of our warships should be constructed, not by private firms, but by the Government. The question involved is the fostering of private firms, which it is regarded as wise to keep in a state of efficiency by giving them plenty to do. But at present there is so much work to be done that the Rear-Admiral thinks that a portion of it should be carried on in the Navy Yard. Government construction would probably not lessen the cost of vessels at first, but after a while the change would be likely to result in greater economy.

★

By the death of John Sherman, on October 22, one of the most mature and the richest in record of living American statesmen was removed. It may be

John Sherman.

said that we should not thus give the impression that he was active to the last, but his retirement from political life was so recent in comparison with his long career that it is hard to think of him otherwise than as a public servant.

His death was not a surprise. He resigned his position as Secretary of State on April 25, 1898, because of failing health. In March, 1899, while on a pleasure trip in the West Indies, he suffered a severe attack of pneumonia. His remarkable vitality enabled him to regain his health and also to withstand a serious relapse. Last summer, however, the death of Mrs. Sherman told upon him very severely, and he grew weaker until death released him.

The regard in which Mr. Sherman was held, and the importance of his public services, are made manifest in the following proclamation, which was issued by President McKinley, immediately after the death of the aged statesman:

To the People of the United States: In the fulness of years and honors, John Sherman, lately Secretary of State, has passed away. Few among our citizens have risen to greater or more deserved eminence in the national councils than he. The story of his public life and services is, as it were, the history of the country for half a century. In the Congress of the United States he ranked among the foremost in the House and later in the Senate. He was twice a member of the Executive Cabinet, first as Secretary of the Treasury, and afterwards as Secretary of State. Whether in debate during the dark hours of our civil war or as the director of the country's finances during the period of rehabilitation, or as a trusted councillor in framing the nation's laws for over forty years, or as the exponent of its foreign policy, his course was ever marked by devotion to the best interests of his beloved land, and by able and conscientious effort to uphold its dignity and honor. His countrymen will long revere his memory, and see in him a type of the patriotism, the uprightness, and the zeal that go to moulding and strengthening a nation.

In fitting expression of the sense of bereavement that afflicts the Republic, I direct that on the day of the funeral the executive offices of the United States display the national flag at half-mast, and that the representatives of the United States in foreign countries shall pay in like manner appropriate tribute to the illustrious dead for a period of ten days.

Done at the city of Washington, this 22d day of October, in the year of our Lord one thousand and nine hundred, and of the independence of the United States of America the one hundred and twenty-fifth.

WILLIAM McKINLEY.

By the President: John Hay, Secretary of State.

John Sherman was born at Lancaster, Ohio, May 10, 1823. His father, a man prominent in the law, reared a family of six sons and five daughters, of whom John was

the eighth. The fame of his older brother, William Tecumseh Sherman, is so great that it needs only this passing reference. John received an education at the academy of Lancaster, then began life actively, as a rodman with a company of surveyors, but soon decided to enter the law and went to Mansfield, Ohio, to study with his brother Charles. He was taken into his brother's firm at the age of twenty-one. Meanwhile he had gained an interest in a manufacturing concern, which brought him such considerable profits that, by the time he was twenty-four, he was worth \$10,000. In 1848 he was a delegate to the Whig National Convention, filling the same capacity in 1852.

Mr. Sherman was first elected to Congress in 1854. He at once became a prominent figure in the House of Representatives. His logical views and his clear and direct way of presenting them gained for him the confidence of his associates. He was one of a commission of three sent to Kansas in 1856 to investigate the slavery troubles there. On his reelection in 1856 he came within a few votes of being made Speaker of the House. As Chairman of the Ways and Means Committee he gave evidence of his ability as a financier.

When Salmon P. Chase was called to be Secretary of the Treasury in President Lincoln's Cabinet, in 1861, the Ohio senatorship formerly held by Mr. Chase was given to Mr. Sherman. At the outbreak of the Civil War he personally raised two regiments of infantry, a squadron of cavalry, and a battery of artillery. He would have gone to the front himself but for the friendly veto of Mr. Lincoln, who considered Mr. Sherman's services essential in the Senate.

From this time Mr. Sherman's activity was devoted to monetary legislation. He carried the Legal Tender Act through the Senate, and later the bill establishing a system of national banks and another which did away with State banknotes. These and other financial bills in which he was interested were regarded as very important to the success of the Union during the war. Perhaps his greatest achievement was the passage, in 1874, of the bill for the resumption of specie payment—providing that beginning with January 1, 1879, the Treasury should redeem legal tenders with

coin. As Secretary of the Treasury during President Hayes' administration, he accumulated large sums of gold coin to meet the first operation of the resumption act, and this more greatly advanced our public credit. In 1880 and 1888 he was a strong candidate for the Republican Presidential nomination, but in each case fell short of the required number of votes. His last public work was entered when in March, 1897, he became Secretary of State in President McKinley's Cabinet.



While he was in this country last week, Governor-General Leonard Wood made statements denying that the Cubans are hostile to the United States Government. He said that criticisms are confined to a small discontented element. The Constitutional Convention will meet on November 5. General Wood says that he will not interfere with the action of the delegates, because "it has been my settled policy to permit the Cubans to manage every detail of their Constitution making." Talking further on the same line, he says:

I wish to avoid all imputation of having meddled in this most important event, and so give the lie to any possible future crimination against the United States. The affair will be entirely Cuban, and I shall limit my function to attending the convention long enough to declare it open. There will be absolutely nothing that can be tortured into the shape of American coercion. As to the constitution which the convention will adopt, I suppose it will closely resemble that of the United States. No draft of a constitution has been offered for consideration by any one authorized to represent the United States Government. The delegates themselves, I understand, have many drafts, drawn from a busy study of all republican constitutions, from Argentina's to that of this country. Doubtless there will be a warm competition of models, but in their own way they will probably finally settle, as I have said, upon something like our own instrument.

Señor Cancio, Secretary of Finance for Cuba, is urging better business management of the municipalities. Last year the municipalities were allowed almost complete freedom in levying taxes and paying out the receipts; yet the total receipts for the year were thirty *per centum* below the estimated expenditure, not including many expenses which *were met* by the State.

Such a little thing as the failure of the British cruiser *Psyche* to fire a salute when passing Governor's Island, in

A Breach of Naval Etiquette.

New York harbor, may lead to the disciplining of her captain. In the navies of the various Powers the proprieties are very strictly observed. The *Psyche*, which is a third-class cruiser, entered New York harbor on October 22 to get a British fugitive from justice and convey him to the Bermuda Islands. Naval etiquette requires that a national ship shall salute whenever it enters a harbor, provided there is assurance that the salute will be returned. In New York harbor the saluting-point is Castle William, on Governor's Island. When the *Psyche* entered the harbor, she calmly sailed by the quarantine station, without waiting for the usual inspection, and slipped by Castle William without saluting. There was some fog at the time, so that the ship was not observed from the Castle, and the men who had been stationed at the four guns to answer the salute were kept at their posts all day, vainly waiting. The *Psyche* meanwhile proceeded to anchorage and her officers went ashore and accomplished their errand. Meanwhile a quarantine tug chased the cruiser up the river and made an inspection of her at the anchorage. Later in the day, the *Psyche* slipped back down the harbor and out to sea, as quietly as she had come.

It is not known why Captain Pelly, of the *Psyche*, failed to order the usual salute, but naval circles are quite disturbed over the matter, and a formal complaint may be made of his remissness. He says that he did not see the fort and saluted after reaching his anchorage. A French cruiser which lay near by took the salute as intended in honor of herself. A consoling thought is that our Government saved its powder to the value of \$22.68.



Commissioner Trimble's inquiry into the supposed plot which was said to have sent the assassin Bresci from Pater-

The Anarchy In- vestigation.

son, N. J., to Italy, appears to have established proof that there was no plot. All the anarchists who were induced to testify declared that Bresci went to Italy on his own initia-

tive, without giving any intimations of his horrible purpose. He told his friends merely that he was going back to his native land on private business. The New Jersey anarchists speak of Bresci as a martyr to their cause, and lose no opportunity to praise him.

A letter has lately come to light somewhat of the tone of the letter written by the man Sperandio, who killed the foreman of a dye works in Paterson (see HISTORY OF OUR OWN TIMES, Volume XV., page 169). It was addressed to Robert Rene, foreman at the Alexander Dye Works, Lodi, N. J., and is signed "Vive l'Anarchie." It warns Rene that, unless he is careful to treat the Italians in his employ with greater consideration, he will suffer the fate of Fessina, who fell at the hand of Sperandio. Rene is said to have been marked by Sperandio as a fit victim for anarchy.

It may be that no evidence can be found to prove that a plot to kill King Humbert was hatched at Paterson. But, plot or no plot, the theories which nerved Bresci to his act have been fostered among the foreign population of the New Jersey city. If Bresci was not selected formally to assassinate the King, he at least went to Italy with the seeds of crime in his heart, and those seeds had been watered by a free association with others who thought as he thought.



Sir Thomas Lipton is evidently preparing for the cup races next summer with much more thoroughness than last year.

Preparations for the Cup Races. He will have his two yachts, the old *Shamrock* and the new *Shamrock II.*, in American waters, probably in June.

By coming thus early, he will be able to test his new challenger in all kinds of weather. Last year the weather conditions in some of the races were such as the yacht had never met, and difficulties developed in the handling of the graceful craft which seriously affected her showing, although Sir Thomas admits frankly that he would not have won even with the *Shamrock* at her best.

An interchange of correspondence is going on with regard to the conditions under which the races will be sailed. One o'clock in the afternoon has been accepted as the limit

of time for the beginning of each race. Sir Thomas desires the extension of the time-limit for going over the course from five and one-half hours to six hours, but the New York Yacht Club prefers the shorter limit. You will remember that last year several races developed into mere drifting matches, because of the light winds, and were not counted because they were not finished within the time limit.

A careful trial of the challenging yacht in the waters in which the races are to take place is important. The yachts are obliged to cross the Atlantic under yawl rigs, changing to racing rigs after they reach this side. Only trial will show how the racing mast and spars will act. Sir Thomas will have an advantage in his opportunity of testing the powers of his new challenger by competition with the old.

★

Henry E. Youtsey, the third of the men on trial for complicity in the plot which resulted in the murder of William Goebel, has been declared guilty by the jury

**The Conviction
of Youtsey.**

before which he was tried. His punishment is fixed at life imprisonment, but sentence will not be pronounced until some time during the winter. The two men tried ahead of Youtsey were both convicted. Caleb Powers was sentenced to life imprisonment, and James Howard, as principal, was sentenced to death. See HISTORY OF OUR OWN TIMES, Vol. XV., pages 72 and 269, and THE GREAT ROUND WORLD, October 4, 1900, page 6.

Youtsey broke down during his trial, and his sanity is now in question. When the verdict against him was read, he lay upon a cot in a state of semi-coma, and gave no signs of consciousness. By some spectators he was thought to be shamming. The jury were unanimous as to his guilt.

★

Lieutenant Hobson has recently made statements which his superiors do not hesitate to call indiscreet. They are not,

Does Admiral Sampson Consider the People Ungrateful?

however, of such a nature that the Navy Department will find it necessary to take action concerning them. They concern Rear-Admiral Sampson, who is said to be a broken man because of the Sampson-Schley controversy. Lieutenant Hobson is quoted as saying:

When I spent Sunday of last week with Admiral Sampson, I was struck with the great sadness that has come into this fine old man's life. You know, Sampson is one of those admirable types you rarely meet. He is almost a counterpart of what one might imagine General Robert E. Lee was. I was so much impressed by the great feeling this old man is suffering because of public criticism that I could not refrain from mentioning it when I returned to my home and made a speech to a few of my friends there. He is simply bowed down with sorrow at the adverse criticism his countrymen have heaped upon him.

The speech to which Lieutenant Hobson refers was delivered at Birmingham, Ala. He there characterized Rear-Admiral Sampson as the "colossal figure of the Spanish-American War—the genius of the naval victory of Santiago."

Rear-Admiral Sampson is very ill. His health has been poor for some time, and lately has grown much worse. But no serious fears are entertained concerning his condition, and it is believed that he will soon be himself again.

When he was shown the statements of Lieutenant Hobson, Rear-Admiral Sampson did not deny their import. He said:

I did not authorize him to make such a statement about me. He asked me, when he was at the house a few days ago, if he might say something to the people of his section about me, and I said he might. I knew he would not say anything improper.

Hobson is a fine fellow who performed his duty well and nearly lost his life in doing so. He always served me faithfully, and I take an interest in him.

★

The torch of Liberty in New York harbor shines feebly nowadays. The statue itself is in a condition of neglect, and presents a very shabby appearance.

**The Statue of Liberty
in Neglect.**

A lack of the funds necessary to repair the effects of corrosion and decay is responsible for the condition of our gift from France. The statue belongs, not to New York City, but to the nation as a whole. It is in charge of a committee appointed in 1877. Bills have been introduced into Congress for appropriations to pay for repairs, but they have not been passed. It is estimated that it will take nearly \$100,000 to put the statue and its base in good condition. The entire income for the maintenance of the statue is derived from the ferry which runs from the Battery to Bedloe's Island.

The great anthracite coal strike was officially declared off on October 25 by the officers of the Miners' Union. The

**The Anthracite Strike
Declared Off.**

substance of the manifesto which is intended to send the miners back to work is as follows: Inasmuch as most of the coal companies have shown willingness to pay the wages agreed upon by the Miners' Convention, the strike leaders regard the victory of the men as so nearly complete that no good end can be served by a longer continuance of the strike. In spite of the intention of some operators to include the reduction in the price of powder as part of the advance of wages, every mine employé will be actually ten *per centum* better off in the matter of wages than he used to be. The establishment of a powerful organization is one of the greatest benefits which the strike has brought to the miners. Unsettled grievances may be taken up with the companies after the resumption of work. Miners are advised to insist that they receive their wages on semi-monthly payments, as the law provides. The employés of those companies that have not agreed to pay the ten *per centum* advance are urged to remain idle until their demands are met; but the employés of all companies who have offered the advance and the abolishment of the sliding scale are authorized to return to work on October 29.

The strike thus comes to an end after continuing for six weeks. The last week was one of the most anxious of all, for the operators showed an inclination to stand firm in the matter of including powder reduction as part of the wage advance, while President Mitchell seemed to consider settlement impossible on that basis. The Union appears to have given in. The common explanation is that the pressure of want was beginning to make the strikers unruly. A few weeks more might have broken the strength of the Union, and President Mitchell wisely chose not to run the chance of losing the advantages already gained.

The last week of the strike was disgraced by serious riots at Wilkes Barre. No one was killed, but a hundred or more were injured during disturbances on October 22. The Empire Washery of the Lehigh and Wilkes Barre Coal Company was the scene of the first outbreak. This employs about 100 men, who have been at work most of the time

since the strike began. The strikers demanded that the men quit work, and when the employés failed to comply a riot was started. Much of the company's property was destroyed, and several miners were roughly handled. In the evening the police and deputies tried to disperse the mob, but received as rough treatment as the miners. Order was at last restored.

★

The Philippine Commission has appropriated for the expenses of the insular government during October \$475,000 in gold. The size of this sum is an indication that the new government has

Philippine Affairs.

begun to act on a considerable scale. The Commission is actively taking up a great number of legislative questions. Among other matters to which attention is being given is the problem of the friars. Judge Taft has for some time been collecting Filipino evidence as to the conduct of the friars and the nature of their policy. The statements seem to show that while Spain held the Islands the friars acquired great political powers, and frequently abused their authority. The Filipinos seem to desire that the friars be not permitted to return to their parishes. Archbishop Chapelle has gone to Northern Luzon in company with several friars, whom, it is thought, he intends to reestablish in their parishes. The natives in Manila are protesting against this step, on the ground that it will establish a precedent which may influence the approaching decision on the general question of the friars.

Aguinaldo has issued a letter commanding his followers in Manila to stop their attempts to bring about peace. He hints mysteriously at some important plan which is being formed among the active insurgents.

The capture of General Alvarez, to which we referred last week, is now shown to be of importance. At the beginning of the Filipino outbreak the natives of Mindanao were able to gather in force without opposition because no United States troops could be spared from Luzon. General Alvarez commanded the Mindanao insurgents, and armed them with rifles obtained from an old Spanish fort. His associate, Calixto, was assassinated at the instigation of a man named Midel, who afterward asked for American

occupation. A detachment was thereupon sent ashore from the gunboat *Castine*. General Alvarez escaped, and became very active in stirring up insurrection among the natives.

★

An unaccountable explosion occurred on October 24 at the Government proving grounds at Indian Head, near Washington, D. C. A magazine was destroyed. The material lost included

**Explosion at Indian
Head.**

8,000 pounds of black powder, 30,000 pounds of smokeless powder, and 7,000 pounds of brown powder, besides many shells. The value of this stock was about \$30,000.

The magazine was not a large one. When it was opened during the morning before the explosion the temperature was sixty-four, which is much lower than the point of safety. In the afternoon the watchman, on his rounds of inspection, found everything in proper order. The explosion came without warning later in the evening. There is nothing to show what occasioned it. The flames caught neighboring structures, and there were a number of minor explosions before the fire finally went out.

Some of the smokeless powder and many shells passed through the fire without exploding. The powder which is used in large guns burns slowly when flame is applied, and explodes, as a rule, only from percussion. In this respect it is like some grades of dynamite, which may be laid in a fire with comparative impunity, but may not be dropped to the ground without danger.

★

The wreck of the *Maine* is to be removed from Havana Harbor. As it lies it is an obstruction to navigation. It is sink-

**The "Maine" to be
Removed.**

ing deeper into the mud, and its removal, if delayed, will be hard to accomplish. There is another reason for the removal which may well be considered. As long as the wreck remains in the harbor it will serve as a constant reminder of a time of hatred and suspicion. Even with Cuba friendly to the United States, it seems unwise to permit the traces of the unparalleled tragedy to lie before the eyes of visitors to Havana. It seems strange that even at this late

date no proof should have been found as to the persons responsible for the explosion. Perhaps some day a deathbed confession will solve the mystery.

★

Since the writing of the account of affairs in the Philippines, which appears on page 140, news has come of a heavy engagement in Ilocos Province, Luzon.

**A Fight in the
Philippines.**

Lieutenant Febiger and forty men of Company H, Thirty-third regiment, attacked a force of 400 insurgent riflemen and 1,000 bolomen, who were intrenched in a strong position. Fighting was desperate, but the pressure of superior numbers finally compelled our men to retire to Narvican, fourteen miles distant from the scene of hostilities. The retreat was accomplished in an orderly manner. The American casualties were five killed, including Lieutenant Febiger, nine wounded, and four missing.

★ ★

FOREIGN NEWS.

The operations of the Chinese rebels near Canton continue to threaten new complications for the Powers. The rebels seem to be acquiring great popularity.

Affairs in China.

So far they have been careful to take no property without paying for it, and it is said that the country people welcome them as guests instead of enemies. They are moving in ten bands, each commanded by one of a general staff of ten leaders.

Sun Yat Sen, who is back of the revolution, is thoroughly imbued with Western ideas. He was brought up in Canton, where he studied medicine with an English surgeon. Later he became a practising physician at Honolulu. His interest in the welfare of his native country led him back to China. He was deeply concerned in a conspiracy to seize Canton and use it as a base of operations for a revolution against the Chinese government, and with a number of the other conspirators he was captured, but in some way he escaped and managed to get to San Francisco. For five years he worked among the Chinese in America, converting numbers of them to his views. At one time he visited England. In London he was enticed into the Chinese Legation and *secretly held to be conveyed to China, for the Empress- Dow-*

ager had placed a price upon his head. His friends, however, learned of his whereabouts and secured his release by appealing to the British Government.

Peking has settled down to the quiet ways of diplomacy. It is believed that the situation is clearing as rapidly as could be expected. The foreign Ministers have begun to negotiate with Prince Ching and Li Hung Chang. There is still much distrust of Li. Secretary Hay has taken two important steps. He has instructed Minister Conger to urge the abolition of the Tsung-li-yamen, China's foreign office, and the substitution of a responsible Chinese Foreign Minister, who shall be able to speak at least one European language. He has also definitely stated that the United States agrees with Russia in thinking that, in case the present negotiators are unable to bring about a settlement, the whole question should be submitted to The Hague Court of Arbitration.

★

The Anglo-German agreement has been received with distinct favor by the United States. The only question relates

**The Anglo-German
Pact.**

to the exact meaning of the third clause, in which England and Germany reserve the right, in event of any other Power making use of the present complications to secure territorial advantage in China, to reach a preliminary understanding as to the step they will take for the protection of their own interests. This clause might be interpreted as a threat against other Powers, and the United States can not consistently join in any threat. However, Count de Quadt, the present German *charge d'affaires* at Washington, states positively that no menace is intended by the agreement.

Germany is very proud of her new alliance. In a speech at Barmen the other day the Emperor William said: "The agreement with the most powerful Teutonic State outside our own Nation will, I hope, in the far future be a guarantee for common efforts, in the open markets of the world, for our two nations, in friendly rivalry and without acrimony in all that we feel, think and do." These words are of great importance. They indicate that Teutons are drawing together.

★

Sir Robert Hart, the Director-General of the Chinese Im-

perial Customs, has published in the "Fortnightly Review"

**Will the "Boxers"
Movement Grow?**

an unhopeful prophecy of the future in China. He characterizes the "Boxer" movement as a national and patriotic development which has seized the imagination of the Chinese in such a way that its present suppression will not hinder its strong ultimate growth. "There is not the slightest doubt," he says, "that fifty years hence there will be millions of Boxers in serried ranks at the call of the Chinese Government." The conclusion is that the Powers must either expect to be driven out of China or must so partition the Empire that anti-foreign movements will be localized.

Although Sir Robert Hart has enjoyed a long experience of dealings with the Chinese, his alarming view of the future in China is thought in many quarters to be greatly exaggerated. It is said that his judgment has been warped by the very proximity of his subject, which may thus have appeared to him without the proper perspective. But his is not the first warning which Europe has discounted. The present Boxer rebellion was prophesied by missionaries and others, but Western nations, in the security of their own surroundings, failed to take the prophecies seriously.



The formal ceremony of proclaiming the Transvaal a part of British territory took place on October 25. In the main

**Later News from
South Africa.**

square of Pretoria the British standard was raised, while bands played "God Save the Queen" and the troops presented arms. The annexation proclamation was read by Sir Alfred Milner, the High Commissioner.

Two important Boer successes are reported. A force of 200 burghers attacked Jacobsdal, a town lying southeast of Kimberley. The garrison of Highlanders in the town succeeded finally in beating off the attacking party, but only after a British loss of fourteen killed and twenty wounded. Some reports say that the Boers succeeded in capturing the town. A train bearing a reconnoitering force of Highlanders between Heidelberg and Greylingstad was cut off by a detachment of Boers under command of Hans Botha, who tore up the rails in front and behind the train. Two

Highlander captains and ten men were wounded and captured. In Northern Natal the Boers are raiding.

★

Ex-President Krüger is on his way to Europe. He left Lourenço Marques hurriedly and without publicity, driving to the docks in a hired carriage and embarking from the customs pier instead of from the passenger jetty. The

**Mr. Krueger Now
on the Sea.**

reason for the secrecy attending his departure is said to be the hostility of the Boer refugees now in Portuguese territory. The feeling against him is apparently very strong. The Dutch cruiser *Gelderland*, upon which he is being conveyed, will stop at several ports on her way to Europe.

It will be interesting to see what reception is accorded Mr. Krüger on the Continent. Holland disclaims any purpose of doing him honor except as a distinguished figure. There have been rumors of late that Russia, France, and Germany are planning to coerce England into leaving the Boers at least some vestige of their independence. The Emperor of Germany, however, is known to have said a few weeks ago: "I believe that it will be to the advantage of Germany for England to have the Boer republics." In saying this he may have had in mind the development of German East Africa, which may be stimulated by the enlistment of the two states in the ranks of progress. Holland professes complete ignorance of any political plans on the part of Mr. Krüger. The Dutch Government formally asked him what object he had in going to Europe, and he replied that his sole reason was to recuperate his health. Such a statement, of course, means nothing, but it absolves Holland from the charge of conspiring to aid the Boer cause.

There have been in Ireland several daring expressions of sympathy with Mr. Krüger. Michael Davitt has prepared an address, voicing the admiration of the Irish Nationalists for Mr. Krüger, and referring to England as an "oppressor" and to the Boer war as "wicked and dishonest." At Dublin a movement is on foot to confer upon Mr. Krüger the freedom of the city.

★

There has arisen in England considerable objection to the placing of orders for railroad and other supplies in South

**Affairs in South
Africa.**

Africa with American firms. Lord Roberts declares that the military authorities have not ordered from America, although various mining firms have done so. The British have been disturbed by the fear that they might not profit by the business which will follow the war.

When Great Britain subdued the Khalifa in Egypt, in 1898, the construction of a great bridge over the Atbara became necessary. Colonel Girouard, who was in charge of the work of extending the railroad, awarded the contract for the bridge to a Philadelphia firm. The result was an outcry in England. It developed that the reason why America was favored was that American contractors could build the bridge more quickly than their British competitors. The superiority of American industry was recognized in that instance, but there were many critics who held that Colonel Girouard showed favoritism. He is now in charge of the reconstruction of the South African railways.

A colonial authority in Natal recently warned a British firm that, if it sought to compete successfully with American firms, it would have to lower its prices and do faster work.

Fighting is still going on all over the former Boer States, but dispatches are meager. In a recent skirmish at Jagersfontein, the British lost eleven in killed and the Boers twenty-one in killed.

Mr. W. P. Schreiner, formerly the Premier of Cape Colony, has resigned his seat in the Cape Parliament, because of the extreme opposition of his political enemies.

General Buller is on his way to England. While making an address at Durban, shortly before his departure for Cape Town, he told an interesting anecdote concerning Mr. Krüger. "In 1881," he said, "I met Mr. Krüger at O'Neill's farm, near Newcastle. He said: 'General, we don't like this peace.' I replied: 'Neither do I, because we have nothing to stand on. You think you have beaten us, but we know we can beat you.' Mr. Krüger rejoined: 'Well, General, I have noticed that when two dogs fight and are separated, they are never right until they have fought it out.'"

★

Prince Chigi, an Italian noble, has been convicted of sell-

ing unlawfully a work of art to people outside his own country. The fine imposed upon him is \$63,000, or exactly the sum that he received for the picture. The great works of the old Italian masters seldom change hands. Almost all of them belong to public art galleries, or to the private collections of old and wealthy families. In order to prevent the chief relics of the artistic greatness of the Renaissance from being sent out of the country, Italy some time ago passed a law providing that "precious" antiquities could not be sold abroad without official permission. The law really remains from the government of the former Papal States, but it has been accepted by the Italian Government.

The picture sold by Prince Chigi is a "Madonna" by the famous Sandro Botticelli. What has become of it is at present a mystery. According to some accounts it is in England, while others maintain that it has been sent to Boston, in this country. It represents the Madonna holding the Child, with St. Joseph standing near. Through a casement in the background a distant landscape is visible.

★

Pretty stories by the dozen are being told of how the betrothal of Queen Wilhelmina to Duke Henry of Mecklenburg-Schwerin came about. It is said that they first met at the Kaiser Wilhelm's palace at Potsdam, when the Dutch Queen was visiting the German Emperor. The Kaiser desired to arrange a match between his own second son and Wilhelmina, and was greatly enraged over the marked preference which she showed for young Duke Henry. Later Wilhelmina visited the mother of Duke Henry at Schwarzburg Rudolstadt, where the young people became better acquainted. Another account says that when the Duke met the Queen he was indifferent to her, because he had already lost his heart to a German princess. His coldness piqued her and she fell in love with him.

The true view of the affair is probably that it came about in a normal way after the two young people had grown well acquainted with each other. It can scarcely be doubted that it is a love match, at least on the Queen's side, for she

**Wilhelmina and Her
Betrothed.**

has chosen Duke Henry in preference to a number of suitors of higher rank. She announced some time ago that in selecting a husband she intended to follow the dictates of her own heart. In Holland the sovereign cannot marry without the consent of the Ministerial Council, but, if they refuse to sanction the sovereign's wish, the Cabinet may be dissolved and a new one formed. Wilhelmina's Ministers did not stand in the way of her betrothal. If they had, they would probably have been dismissed from office.

The reception of the news in Holland has been followed by great public rejoicing. The majority of the people do not even know what Duke Henry looks like, but the match appeals to them sentimentally, and they are very proud of their young Queen. A few days after the betrothal was announced, Duke Henry went to Holland, where great festivities have been held in his honor. He received a congratulatory telegram from the German Emperor, saying: "The task you have taken upon yourself is arduous, but by the side of the Orange Princess, who discharges her high duties with steadfastness and clear insight, you will, with God's help, succeed in giving happiness to the people of the Netherlands. My thoughts and best wishes attend you and the dear Queen."

The marriage will take place on January 17.



The most authoritative recent news of the revolution in Colombia is brought by United States Minister Hart, who left

**Troublous Times in
Colombia.**

Bogota for this country on September 23. He says that the Marroquin Government (see HISTORY OF OUR OWN TIMES, Volume XV., page 342) has been recognized by all diplomatic residents and representatives at Bogota, excepting the Papal Delegate, who awaits special instructions in the matter from Rome. Ex-President Sanclemente is confined in the town of Villeta, about a day's journey from the capital. It is believed that the Marroquin Government will continue in power.

The revolution is not over, although it is now confined for the most part to the neighborhood of Barranquilla. General Uribe, with 1,500 revolutionists, recently occupied Ma-

gangué, on the Magdalena River, but was forced to retreat by Government gunboats, which came up the river and bombarded the town. The civil war has now been in progress more than a year. A few weeks ago General Uribe and Government representatives engaged in correspondence, with the view of bringing hostilities to an end. General Uribe proposed a political combination, but Señor Samper, who was acting for the Government, had no authority to accept such an offer, and negotiations were then broken off. Within a fortnight General Uribe again took the field actively.

General Charles M. Sarria, of the Colombian army, arrived at New York on October 22, to take charge of the steam yacht *Atalanta*, which Colombia bought from Mr. George J. Gould last July. The *Atalanta* has been given a light armor and an armament of one 4.7-inch rapid-fire gun and four machine guns. Ostensibly she is to be used in operations against the revolutionists, but they are in such slight evidence on the coast that there is some ground for thinking that the converted yacht may be intended for another purpose. Perhaps that purpose is to enforce the payment of the Colombian indemnity claim against Venezuela. The demands of Colombia make up a sum of several million dollars. One reason for them is that Venezuela permitted more than 1,200 Colombian rebels to organize in her territory and cross the border. On this ground Colombia demands \$5,000 for every one of her soldiers killed in opposing the revolutionists who entered the field from Venezuela. In addition, Colombia insists that General Sarmiento, the Colombian rebel chief, and several of his chiefs, who were seized by the Venezuelan Government and put in prison, shall be given up; the two rebel gunboats seized by Venezuela are also demanded. It is reported that President Castro, of Venezuela, intends to release the Colombian rebels now in his prisons. If the report is true that Venezuela refuses to accept the demands of Colombia, war between the two countries may not be remote.



Lord Curzon, the Viceroy of India, in a recent speech gave some authoritative statistics of the famine in India. One-

**Indian Famine
Statistics.**

quarter of the entire population of India were affected by the famine. Two million persons are still receiving relief, but the hope is entertained that these will all return to their homes before November 1. About 500,000 deaths are traceable to the famine. The loss of crops involved a money value of about \$250,000,000, beside some millions of dollars to represent the loss of cattle. Up to September 1 the alms expended amounted to \$27,328,000, and the Government expects to spend \$4,800,000 before next spring. Many land taxes have also been remitted; \$7,616,000 of land taxes have been advanced to cultivators, \$11,200,000 have been loaned to native States for relief purposes, and nearly \$5,000,000 has been contributed by private charity. It is not possible to estimate the effects of the calamity upon the hill peoples and wandering tribes.



The report that Denmark is planning to dispose of her possessions in the West Indies to the United States is again in the air, after resting quietly all summer. See HISTORY OF OUR OWN

**The Danish West
Indies.**

TIMES, Volume XIV., page 281. A curious feature of the affair is the attitude of the Danish Colonials themselves. A meeting of the Colonial Council has been called at St. Croix to protest formally to the Danish Government against the sale of the Islands to the United States. The colonial newspapers are printing the words: "We do not wish to be sold."

During the administration of President Johnson, Secretary Seward negotiated a treaty for the cession of the Danish islands. A plebiscite was taken to test the feeling of the inhabitants of the islands, and it was found that they were almost unanimously in favor of coming under the control of the United States. But the treaty was pigeon-holed by Senator Sumner, Chairman of the Senate Committee on Foreign Relations, and never came to a vote. The change of sentiment in the islands since that day is noteworthy.



Count von Bülow, whose appointment as Chancellor of the German Empire we chronicled last week, has no easy and

The New German Chancellor. independent road ahead of him. The Emperor, his master, holds ideas of his own, and prefers to be practically his own Chancellor. The view is generally accepted that Prince Bismarck was dismissed because he would not bend to the Emperor's will. Now it is whispered that the retirement of Prince Hohenlohe was not altogether voluntary, although his advanced age gave him a good excuse to leave active life.

Count von Bülow will meet with opposition from the Agrarian Party, which strongly objects to the foreign trade policy favored by the new Chancellor. He now has under way several commercial treaties which he can carry through the Reichstag only by the use of great parliamentary skill.



Señor Silvela, the Premier of Spain, and his entire Cabinet resigned on October 21. The crisis was brought about

A Cabinet Crisis in Spain.

through the appointment of General Weyler as Captain-General of Madrid by General Linares, the Secretary of War. Ever since they returned from Cuba, General Weyler and General Linares have been trying to strengthen the position of the Army in the Government. There has been an urgent demand for economy in the military expenditures, but General Weyler and his followers have opposed the economy by insisting upon the necessity of army reorganization. Finally, they have claimed that the Secretary of War has the right of independent action. The appointment of General Weyler by General Linares was made without consultation with the other members of the Cabinet. It is said that General Weyler boasts proudly that he has crushed the Silvela Ministry. He says: "Robledo, with twenty months' speeches against Silvela, failed to secure his fall, while I overturned him in a quarter of an hour, without leaving my house."

The Captaincy-General of Madrid was held at the time of his death by the late General Campos. See THE GREAT ROUND WORLD, October 4, 1900, page 22. The position carries with it practically the command of the military forces in the Province of New Castile, the headquarters being at Madrid.

After the appointment of General Weyler, Señor Silvela first took to the Queen-Regent the resignations of the Ministers of Agriculture and of the Interior, as a protest against the action of General Linares. During the Cabinet council which followed it transpired that serious differences existed between the Ministers, so in the evening Señor Silvela tendered his own resignation and the resignations of the entire Cabinet. The Queen-Regent promptly called upon General Azcarraga, President of the Senate, to form a new Cabinet. This he did, naming the new Ministers on the next day. The new Cabinet is made up as follows: President of the Council, General Azcarraga; Minister of Foreign Affairs, Marquis Aguilar Campo; Minister of War, General Linares; Minister of Finance, Señor Allen de Salazar; Minister of the Interior, Señor Ugarte; Minister of Justice, Marquis Vellido; Minister of Public Instruction, Señor Garcia Alix; Minister of Agriculture and Public Works, Señor Sanchez Toca. At this writing the Minister of Marine has not been named.

The Silvela Ministry was organized in March, 1899.

Señor Sagasta, who was Premier during the war between the United States and Spain, says that the new Cabinet will hasten the ruin of the Conservative party. This gloomy opinion is based partly upon the retention of General Linares as Minister of War. Five of the new Ministers are generals in the army.



There is considerable chagrin in England over the recent encroachments of American capital on British industries.

**A Canal Between
London and
Southampton.**

This feeling will become more intense, if there is truth in the report that plans are being matured for a ship canal between London and Southampton, to be built by American money. The proposition has not been made public, but engineers, who have for some time been surveying the route, declare that the canal is feasible, and that it can be built for a comparatively small outlay. There will naturally be much opposition to the plan. Other English ports are jealous of Southampton's recently acquired *commercial* importance. As a port of call for trans-Atlantic

steamships, the southern city has much improved its position. Many legal and other difficulties will have to be overcome before the construction of the canal is assured.

But consider the usefulness of such a canal. It would enable steamship companies to land passengers from all over the world right in the heart of London. Some lines now send their steamships directly to London by the slow way of the River Thames, and the route has proved popular. The principal advantage of the canal, however, would be found in the increased facilities it would give for transporting freight. The necessity of unloading freight at the ocean ports and again at London makes a heavy item of expense, which would be avoided by the operation of the canal.



A great deal is being said about the proposed reforms in the British army. During the recent elections the Unionists

**British Army Re-
organization.**

held out the prospect as a great promise. The principal evidence of the inefficiency of the present system, as seen from our own side of the Atlantic, has been the failure of the army to have its own way in South Africa at the beginning of the Boer war. A number of means have been suggested to bring about the desired improvement. For example, the British army is over-centralized. If an officer in Burma needs an extra horse, he cannot have it without permission from London. Local commanders have too little freedom of action; they are dependent upon the orders of superiors who, although they may be very able strategists, have not always a full acquaintance with the requirements of the local situation. Frequent manœuvres on a large scale are another need. If an army has never been in the field, it is not to be expected that it will prove successful at the commencement of a campaign, no matter how plucky the officers and men may be. The success of an army is not altogether a matter of bravery nor of strategy; the commissariat department may be said to win most of the battles, by properly providing for the fighting force.

One reform is being urged, which, if carried out, will greatly change existing social conditions in the army. The officers' messes have not been very democratic, because of

the excessive and excluding cost of keeping up with the demands. The younger sons of the nobility and of well-to-do private families have hitherto found an inviting career in the army. The cost of officers' equipments are very high—for a cavalry officer \$750 for horses and \$250 for saddlery. It is proposed that the great cost of keeping up one's position as an officer be done away with, so that men of the middle class will be able to rise to important positions. It is also urged that the private soldier must no longer be looked down upon.

★

Count von Zeppelin made another successful trial of his airship on October 21. He ascended late in the afternoon to

Aerial Navigation. an altitude of about five-eighths of a mile, and executed various manoeuvres which were calculated to test the value of the steering apparatus. The Count says that his ship was absolutely under the control of her rudders. Of course, the trials of the ship are still experimental, and unforeseen difficulties in her management may yet arise to minimize her usefulness. It is believed, however, that she represents a long step toward success in the navigation of the air.

On this point the opinions of Professor S. P. Langley, of the Smithsonian Institution, are of value. Professor Langley is an authority on aeronautics. He draws a careful distinction between the dirigible balloon and the airship proper. Count von Zeppelin's craft is a balloon under control, and does not promise to solve the problem of finding means for using the air for transportation. Her avowed use is for purposes of observation. "The airship," says Professor Langley, "is in no sense a balloon. Its flight is sustained by the power of machinery, as a bird's flight is sustained by the driving power of its wings. The airship seeks actual flight, not mere suspension in the air with the addition of some power of guidance. . . . The airship is many times heavier than the air, and must find its power of suspension and sustained flight in the driving force of machinery." Professor Langley is conducting promising experiments with the aeroplane, in an endeavor to ascertain with certainty the conditions of flight. Mr. Hiram Maxim is working along *similar lines*.

HURRICANE EXPERIENCES ON THE ATLANTIC.

You ask me what a hurricane at sea is like, from a landsman's view-point. Well, for one thing, it is not like what is pictured in some of the magazines. Their thrilling stories were probably written by persons who never ventured far from shore. To write about the power of old ocean, while in a quiet room is one thing, but to be actually at the mercy of the elements when a tempest is raging is a very different thing.

I had been often on the water. It had no special terrors for me. Seasickness had been met, and overcome, years before, and I was considered a good sailor.

In vacation time I decided to visit the West Indies, and made a trip to the Leeward Islands.

Like many ocean voyages, this one was without special incident, except our being fortunate enough to pick up a large steamer in distress. We towed her to a safe anchorage and in due time made our port.

For a couple of weeks I found rare pleasure in observing the various phases of tropical life, but, all too soon, the day for returning home arrived. The steamers which run to the West Indies are small. Some of them are not fit to carry passengers. But I had no choice, and in order to reach home found it necessary to book passage in a very small vessel of about 800 tons. She was less than 200 feet in length. To add to her limitations, she was badly overcrowded, the agents having sold more tickets than the cabin accommodations warranted.

Previously to leaving port it was known that we might be overtaken by a hurricane. These scourges usually make their appearance toward the end of August, and woe be to those who are taken unawares.

Our steamer was commanded by a rough sea dog who for years had been captain of a Nova Scotia lumber craft. The captain's rude manners did not console those passengers who asked what he thought of the weather and how the bar-

EDITOR'S NOTE.—This description of a tropical hurricane was written for us in response to a request suggested during a private conversation with the author concerning the Galveston storm. It is a narrative of plain fact.

ometer was acting. The result was that forebodings arose in their minds, which would not have arisen had he assured them that things were all right.

Weighing anchor, we steamed for hours along the northern shore of a fair island, and it was bewitching to watch the outlines of the mountains, which grew fainter as night approached. In due time we left the land, having altered our course to the north-east, so as to clear Cape Maysi at the eastern end of Cuba. The Caribbean was as smooth as glass. There was hardly a ripple. Nothing in sky or ocean that night gave the faintest intimation of what was in store. The stars shone with that beautiful brilliance which is often seen in tropical climes. Presently, with other passengers, I turned in, feeling that all was well.

Next morning the conditions had altered. No longer did the ocean wear a quiet look, but had the appearance of heavy oil, and was sullen. The sky, too, assumed a strange hue, and after a few hours passed took on the color of lead. We fully expected heavy rain, but none fell. Mother Cary's chickens flew about the steamer, but after a time disappeared. It grew oppressively hot, and by four o'clock in the afternoon darkness settled down. There was no wind nor a sign of any. You know, the wind generally shifts with the sun, and we expected it to rise during the night, but at seven o'clock there was no change from the ominous calm that filled us with grave forebodings. Realizing that we were in for it, we retired, glad to lie down. The sea was rising and caused the little vessel to plunge badly and far too much for comfort.

I suppose I had slept for five hours, when I was awakened by a shock. The sensation was as if we had struck a rock while running at full speed. It was a giant wave that had struck us. In a minute I was on deck, obliged to hold on for life. I could not see anything, but felt the terrible plunging of the vessel as, going at slow speed ahead, she took header after header that threatened to send her to the bottom. Never can I forget the awful roaring of the wind. It was as if all the furies were abroad. Each blast seemed harder than its predecessor. Suspense was horrible. Nobody was in sight; not even a light was *visible*. How utterly insignificant we seemed!

Trying to walk forward, I found it impossible to remain erect. Crawling along the wet deck, I worked my way to the bridge ladder on the lee side. To mount to the bridge required long and painful effort. At last I caught hold of the handle of the pilot-house door, and after several efforts opened it and entered.

Just then a quick plunge of the steamer hurled me across the binnacle and the lights went out. A volley of oaths told me that the captain and mates were inside, although invisible in the darkness. As the wind found its way into the closed pilot-house, the lamps were relighted only after much difficulty.

It was a mystery to me why there had been any profanity over the lights going out. Captain M. solved it by saying that we had been driven off our course and were then in the Crooked Island Passage with every prospect of being driven ashore. The compass was his only hope. All that could save us was steering away from the land. This he was trying to do, but the engines were not of sufficient capacity to enable the vessel to make much headway. The wind must have been blowing at this time at the rate of over one hundred and twenty miles an hour.

In that hot room I remained for hours, not daring to move, as the ocean was growing more tempestuous. How I longed for daybreak and thought of loved ones secure in their home. How few of us in safety give thought to the men at sea when gales are blowing!

It seemed hours before it grew lighter, but at last we knew daylight was near. No friendly sunrise greeted us, however. No horizon line was visible.

The ship's clock told us it was seven a. m., and on stepping outside what a dreadful sight arrested my attention! We were in the trough of the sea, surrounded by tremendous waves, and moving very slowly, with just enough steam to enable the vessel to be steered.

It must have been sixty feet or more from the surface where we floated, to the summit of the waves. The ocean was in an awful commotion, and across every few inches of water there were little streaks of foam.

The wind was blowing with overpowering fury. It blew

sheets of spray—"spoon-drift"—over everything, and I could not see four feet ahead while facing the blast.

No one had anything to eat. We could not get a cup of coffee, for the cook mutinied. The galley fire was out and a new fire could not be made. The crashing of crockery formed a fitting accompaniment to the groans I heard as I went below deck for safety.

Just then it became necessary to cut and run, and as the vessel changed her course some terrible waves broke over her, and, after tearing away everything movable on deck, poured tons of water into the engine-room. The plucky chief and his assistants, with death staring at them, stood by their posts and managed to keep the boiler fires alight, although to do so they stood in several feet of water.

We then hove to, fighting for life. Presently a more serious peril arose. A giant wave struck us astern and broke the chain connections from the bridge to the rudder. Instantly the vessel broached to and was helpless in the grasp of the sea. About this the vessel's log (of which, through the mate's courtesy, I have a signed copy) reads thus:

Were boarded by heavy waves which carried away everything movable on deck. Sea running mountains high. Wind blowing a hurricane. Shipping much water forward and aft. Dangerous cross seas cause ship to labor heavily.

~~In less time than you would think, the captain was at the break. Twisting one limb between the rails, he caught the rudder chain in both hands and held on. We knew that if he let go the vessel was doomed.~~

Willing hands brought blocks and tackle and made temporary repairs. The danger was over, but not before our vessel had been swept from stem to stern repeatedly. The seaman who was nearest the rail was at this moment washed overboard, and part of the deck fittings kept him company. To save him was beyond our power. Marvelous to relate, he was washed back by another wave and caught hold of a stanchion near which the wave carried him as it rolled across the deck.

In the saloon, all hope of reaching land had been abandoned.

Men who had lived wickedly were on their knees, petitioning the Almighty to spare their lives. One man—per-

haps the worst of them—promised God he would be a good man for the rest of his life if he might only be granted a sight of his wife and children before dying. We were saved after two more days of agonizing suspense.

There is little more to tell. Our vessel had a cargo of bananas. On account of the hatches having been battened down, her cargo was a total loss and later, after arrival, had to be dumped overboard. We came limping into New York harbor with a very heavy list to port.

On windy nights I often think of my experience, and of the heroic picture Captain M. presented as he held on to the rudder chain. Thorwaldsen would have found in him a fit subject for his genius to depict.

A few days after reaching port, I presented the captain and engineer with substantial reminders of my appreciation of their heroism. At the dinner I gave in their honor, they informed me that they had not expected to make port, and that in Captain M.'s experience of forty years at sea this was the worst hurricane he had battled with.

In it many good vessels went down, and our coast from Maine to Florida was strewn with wrecks.



In an early issue we shall begin publishing several articles—each complete in itself—on Inter-oceanic Canal Problems, by Dr. Wolfred Nelson, F. R. G. S., etc., than whom no better authority exists. It was Dr. Nelson who gave to De Lesseps the name of The Great Undertaker. Why he did so will appear in the articles. They were written exclusively for THE GREAT ROUND WORLD and will contain facts not included in the author's book, *Five Years at Panama*.



For \$4.50 we will send Bachelder's famous Steel Engraving of *The Battle of Gettysburg*. This superb work took 12 years to make and Congress voted \$50,000 to the painter for his services. A noted educator wrote: "*It should hang on the wall of every house and school to inspire patriotism in the young.*" This engraving sold originally for \$100.

It is 24x43 inches. An outline key accompanies it and shows locations of the generals, corps, divisions, regiments, companies, cavalry, infantry and artillery when Pickett's charge was made.

For \$6.00 we will mail a color-gravure, in 20 colors, of the *Naval Battle of Santiago*. This is based upon Sebry's water color and has been approved by the Secretary of the Navy and the American officers in command on July 3, 1898. Size, 24x44 inches. For \$12 we will furnish an *Artist's Proof in oil colors on canvas*. This makes a very fine picture for the library.

We offer a complete set of the justly famous *Prang's War Group*, consisting of 18 pictures, for \$14.50. (The retail price of any one of these is \$2.00.) When first published they sold at very high prices. The beauty and accuracy of the group are appreciated by many.

The above offers are made in view of numerous inquiries received for pictures. These subjects have strong endorsements. Rev. Jas. T. Fitzgerald, St. Patrick's Church, Maryland, wrote of the Santiago picture: "It is highly satisfactory and the longer I inspect it the more pleased I am with it." We have not space to give other letters.

As an acceptable and valuable Christmas gift, the Encyclopædic Dictionary, in six volumes, announced in the advertising pages this week, will appeal to many. The cost of the set is moderate, and the adult members of the family will no doubt be glad to have such a convenient aid on their shelves.

Last week there was mailed to all buyers of *A History of Our Own Times* a detailed statement of the particular volumes necessary to complete the set. On having these statements prepared we were agreeably surprised to find that many subscribers owned the fifteen volumes.

Several hundred subscribers lack only two or three volumes to complete their sets. The time to order is now. No matter how the elections may result we need to have the record of events as they occurred. We have only a limited supply of some of the volumes. After they are sold it will not be possible to fill further orders.

This number of *THE GREAT ROUND WORLD* will be read by very many who are not subscribers. The subscription price in the United States is \$2.00 for a year of 52 weeks, postage prepaid. Copies are to be found on the principal news stands. If your dealer does not handle the news-magazine, he will get it for you on request.

The baobab is the patriarch of trees. One specimen has been estimated to be 5,700 years old. There is, however, in Mexico a cypress which is thought to be even older than the baobab mentioned above. Elms live 500 or 600 years. There are yews between 1,000 and 2,000 years old. Oaks live to about the same age as the yew.

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